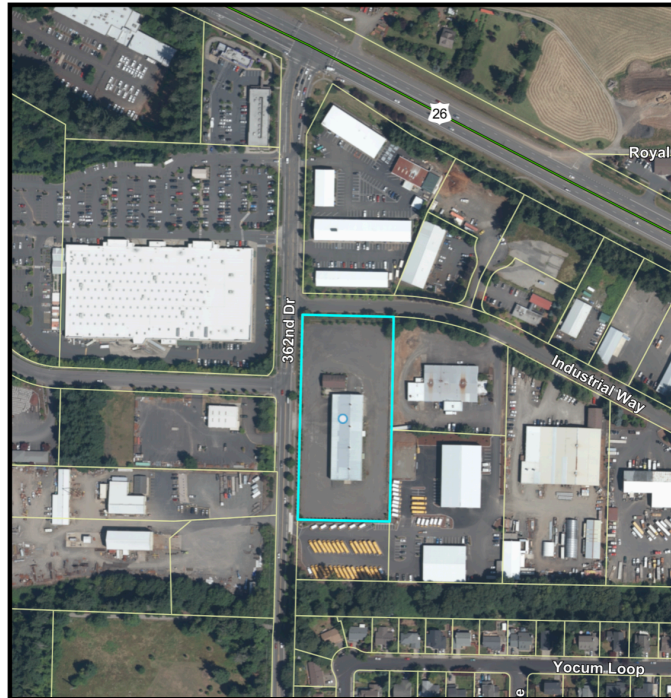


**Project Narrative
for
Johnson RV Repair and Service Center

16800 362nd Drive, Sandy, Oregon
(24E 14 tax lot 1111)**



**Prepared by
Tracy Brown Planning Consultants, LLC
September, 2022**

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I. General Project Description

Johnson RV requests land use approval to redevelop the subject property to provide repair and service for recreational vehicles. The proposal includes construction of a new 7,375 square foot awning on the east side of the existing building to cover a proposed RV wash area, in addition to other site improvements including paving, adding 19 employee parking spaces, constructing a recreational vehicle sanitary sewer dump station, installing an oil-grease separator, and providing stormwater detention/water quality treatment system and landscaping. In addition to these site improvements, the applicant also proposes relocating the existing access on 362nd Drive that will be used primarily by employees and constructing a new access on Industrial Way to allow recreational vehicles to be safely moved on and off the site. The site is expected to employ approximately 20 employees.

The property is located on the east side of 362nd Drive at the corner of 362nd Drive and Industrial Way (16800 362nd Drive) and includes a single tax lot (24E14 tax lot 1111). The property is currently accessed from 362nd Drive.

The subject property contains approximately 3.43 acres and has a Light Industrial (I-2) zoning designation. The property abuts other I-2 designated properties along its southern, northern, and eastern boundaries, and a majority of its western boundary. Fred Meyer, zoned C-2, General Commercial is located across 362nd Drive to the northwest of the site.

The applicant attended pre-application conferences with the City on February 17, 2022.

II. Application Approval Requests

The applicant is requesting the following approvals with this application:

- Type II Design Review;
- Type II Variance to Section 17.90.130(D) regarding roof pitch; and,
- Type III Special Variance to Section 17.84.30 to waive sidewalk improvements along Industrial Way.

III. Items Submitted With This Application

- General Land Use Application
- Notification List and Mailing Labels
- Exhibit A - Project Narrative
- Exhibit B - Civil Plans
 - Sheet C1 - Cover Sheet and Notes
 - Sheet C2 - Existing Conditions Plan
 - Sheet C3 - Site Plan
 - Sheet C4 - Utility Plan
 - Sheet C5 - Grading/Erosion Control Plan

- Exhibit C - Architectural Plans
 - Sheet A1.01 - Existing Elevations
 - Sheet A3.01 - Proposed Building Elevations
- Exhibit D - Landscape Plan
 - Sheet L101 - Planting Plan
 - Sheet L102 - Planting Details and Notes
- Exhibit E - Photometric Analysis and Lighting Cut Sheets
- Exhibit F - Preliminary Stormwater Report
- Exhibit G - Traffic Impact Study

IV. Review of Applicable Approval Criteria

Development applications are required to meet standards set forth in the Sandy Development Code, codified as Title 17 of the Municipal Code. The following section addresses all applicable review criteria. Pertinent code provisions are cited below in plain text followed by a response identifying how the proposal complies with this standard in *italics*.

<u>Chapter</u>	<u>Title</u>
17.50	Light Industrial (I-2)
17.66	Adjustments & Variances
17.74	Accessory Development - Additional Provisions and Procedures
17.80	Additional Setbacks on Collector and Arterial Streets
17.84	Improvements Required with Development
17.90	Design Standards
17.92	Landscaping and Screening
17.98	Parking, Loading, and Access Requirements
17.102	Urban Forestry
15.30	Dark Sky Ordinance

CHAPTER 17.50 - LIGHT INDUSTRIAL (I-2)

It is the intent of this district to provide locations in suitable areas for manufacturing and warehousing business, or other commercial uses that do not depend on high visibility. Commercial or retail uses must be compatible with an environment that includes heavy truck traffic and outdoor storage of industrial materials. Because building design standards are less restrictive in this zone than in other zones, buildings (regardless of use) shall be screened from view from arterial streets and highways.

17.50.10 - PERMITTED USES

A. Primary Uses Permitted Outright:

2. Service and professional businesses and organizations, including but not limited to:
 - a. Automotive repair and service;

Response: The proposed use is to provide recreational vehicle repair and service which is similar in nature to an automobile repair and service facility (Section 17.50.10(A)(2)(a)), an outright permitted use in the I-2 zone.

17.50.30 DEVELOPMENT STANDARDS

Standard	Requirement	Proposed
Lot Area	No Minimum	The total site area contains 150,091 sf (3.45 acres)
Lot Dimension	No Minimum	complies
Setbacks Front	30 ft. minimum; 70 ft. maximum	SE 362nd Drive is considered the front lot line. All buildings are existing. Complies
Side or Rear.....	None, unless abutting a more restrictive zone	The site does not abut a more restrictive zone. Complies
Corner	15 ft.	All buildings are existing. Complies
Outside Display/Sale Lot Area	40%	No outside display is proposed.
Lot Coverage - Impervious	80%	Complies
Landscaping	15%	15.71% (23,585 sf) of the site will contain landscaping. Complies
Structure Height	45 ft.	The proposed canopy has an eave height of 19 ft 9 inches Complies
Transit Street Setback	See Chapter 17.82	N/A
Off-street Parking	See Section 17.98	See Chapter 17.98

Response: As shown on the table above, the proposed development complies with all applicable development standards.

- A. Special Setbacks—Side or Rear Yard Abutting a More Restrictive District.
 1. An additional ten feet shall be added for each 10-foot increment in building height over 35 feet;
 2. Measurement of the height transition area shall be made between the foundation of the proposed building and the property line of the abutting district;

3. When the proposed structure has different sections that have different heights, the height transition area shall be measured for each vertical surface as if it were to be freestanding. The building then must be located on the site so that no section is closer to the abutting property line than it would be if the section was free-standing;
4. The required buffering and screening and utilities may be located within the height transition area. Off-street parking, accessory structures and incidental development may be located within the height transition area but not any areas designated as buffering and screening area.

Response: *The proposed development does not abut a more restrictive zoning district and this section is not applicable.*

- B. Off-Street Parking. Parking shall not be located in a required standard 30 foot setback area. Where feasible, ingress and egress to parking shall be provided from side streets or alleys. When access must be provided directly from a public right-of-way, driveways for ingress or egress shall be limited to one per 150 feet. For lots with frontage of less than 150 feet or less, a shared driveway may be required.

Response: *The site is currently accessed by a driveway on 362nd Drive. To increase the safety functioning of this driveway, the applicant proposes moving this driveway to the south to align with a driveway on the west side of 362nd Drive. In addition, to shifting the access on 362nd Drive, a new access is proposed on Industrial Way to be used to move recreational vehicles on and off the site. This driveway will be located about 204 feet from the Industrial Way/362nd. The proposal complies with this section.*

- C. Screening. All buildings (regardless of use) that are visible from an arterial street or highway shall be screened from view by a vegetative buffer as specified below:

1. Minimum depth of the buffer shall be 20 feet measured from the property line and run the entire length of the property.
2. Existing trees shall be preserved to the greatest extent possible.
3. Evergreen trees at least eight feet in height and capable of growing to at least 30 feet in height shall be planted at a density that will create a visual screen within five years.
4. If the property does not abut a highway or arterial street, the screening requirement can be met by an offsite screen that has the effect of screening the property from view from arterial streets and highways.

Response: *The site is located along 362nd Drive, classified in the adopted Transportation Plan as a Minor Arterial. Per this section, the southern, western, and northern property lines are required to contain a vegetative screen as the existing building is visible from 362nd Avenue in these directions. The site currently contains a vegetative buffer planted by the previous occupants of the site. As shown on the submitted Site Plan, the depth of the existing landscaping buffer is less than 20 feet deep as required. For this reason, as shown on the Site Plan, the buffer will be increased to 20 feet and additional planting provided. The proposal complies with this section.*

CHAPTER 17.66 - ADJUSTMENTS AND VARIANCES

As reviewed in this narrative, the proposal complies with all relevant code criteria with the exception of the following:

- Section 17.84.30 regarding completing unimproved frontage improvements on Industrial Way; and,
- Section 17.90.130(D) regarding the minimum roof pitch.

For this reason, the following variances are requested with this application:

- Type II Variance to Section 17.90.130 (D) to allow the new canopy to contain a 2:12 pitch roof rather than 3:12 as required by this section.
- Type III Special Variance requesting a waiver of Section 17.84.30 requiring construction of frontage improvements along Industrial Way.

The narrative below first reviews the Type II Variance followed by the Type III Special Variance.

17.66.70 TYPE II VARIANCE CRITERIA

The authority to grant a variance does not include authority to approve a development that is designed, arranged or intended for a use not otherwise approvable in the location. The criteria are as follows:

Request: As reviewed in this narrative, the applicant requests a Type II variance to Sections 17.90.130(D) regarding the minimum roof pitch required in the I-2 zone.

Variance Section 17.90.130(D). This section requires buildings in the I-2 zone to contain a minimum 3:12 roof pitch. As shown on submitted Building Elevations, the roof pitch of the proposed awning will be 2:12, slightly shallower than what is required. The proposed building addition is more similar to an awning as most of the structure will be open, rather than the roof of an enclosed building. Regardless, staff has advised the applicant to apply for a Type II Variance to this section.

As reviewed below, the reasons for this request is because of the 2:12 roof pitch of the existing building which the proposed awning will be attached to. The proposed awning structure will attach to the existing building and will continue the 2:12 roof pitch of this structure to the eave of the awning.

- A. The circumstances necessitating the variance are not of the applicant's making.
Response: The circumstances necessitating this variance are due to the roof pitch of the existing building roof which the proposed awning will be attached to. As shown on the submitted Building Elevations, the roof line of the existing building will be extended with the proposed awning. The proposal complies with this criteria.
- B. The hardship does not arise from a violation of this Code, and approval will not allow otherwise prohibited uses in the district in which the property is located.
Response: Approval of this variance will allow construction of the proposed awning to create a seamless transition between the existing roof and the

proposed awning. The proposed awning will be located behind the existing building and will be marginally visible due to this location, site conditions, and surrounding site landscaping. The proposal complies with this criteria.

- C. Granting of the variance will not adversely affect implementation of the Comprehensive Plan.

Response: Approval of the requested variance will not adversely affect implementation of the Comprehensive Plan. On the contrary, approval of this variance will help to facilitate development of the subject property in accordance with the goals and policies of the Plan. The proposal complies with this criteria.

- D. The variance authorized will not be materially detrimental to the public welfare or materially injurious to other property in the vicinity.

Response: Approval of the requested variance will have no affect on the public welfare or will it be injurious to other property in the vicinity. The proposed roof pitch reduction is intended to blend seamlessly with the roofline of the existing structure. In addition, redevelopment and active use of the subject property will provide overall benefits to properties in the vicinity and the city at large. The proposal complies with this criteria.

- E. The development will be the same as development permitted under this Code and City standards to the greatest extent that is reasonably possible while permitting some economic use of the land.

Response: The requested variance and construction of a 2:12 pitch awning is designed to match the roof pitch of the existing structure and will also contain a similar pitch to other structures in the vicinity. In 2018, the city approved a variance allowing a 1:12 pitch roof to a new structure on the U.S. Metals property located directly south of the subject property. The proposal complies with this criteria.

- F. Special circumstances or conditions apply to the property which do not apply generally to other properties in the same zone or vicinity, and result from lot size or shape (legally existing prior to the effective date of this Code), topography, or other circumstances over which the applicant has no control.

Response: The circumstances necessitating this variance are due to the roof pitch of the existing building and the site specific conditions of this site. These conditions are unique to the subject property and the proposal complies with this criteria.

Section 17.66.80 - TYPE III SPECIAL VARIANCES

The Planning Commission may grant a special variance waiving a specified provision for under the Type III procedure if it finds that the provision is unreasonable and unwarranted due to the specific nature of the proposed development. In submitting an application for a Type III Special Variance, the proposed development explanation shall provide facts and evidence sufficient to enable the Planning Commission to make

findings in compliance with the criteria set forth in this section while avoiding conflict with the Comprehensive Plan.

Response: *The applicant requests a Special Variance to waive construction of frontage improvements along the Industrial Way frontage on the property as required by Section 17.84.30. The City's 2011 Transportation System Plan, Figure 15 shows the eastern leg of the 362nd Drive and Industrial Way intersection (Project M1) is planned to be realigned at some point in the future. For this reason, it doesn't make sense for the applicant to construct these improvements only to have them removed with construction of the realignment project. At the advice of Planning staff the applicant has requested a Special Variance to this section.*

One of the following sets of criteria shall be applied as appropriate.

A. The unique nature of the proposed development is such that:

1. The intent and purpose of the regulations and of the provisions to be waived will not be violated; and

Response: *The applicant requests approval to waive construction of Industrial Way frontage improvements given the future realignment of this street. Approval of this request make sense given the cost of installing these improvements and the cost to remove them when the realignment project occurs. The proposal complies with this criteria.*

2. Authorization of the special variance will not be materially detrimental to the public welfare and will not be injurious to other property in the area when compared with the effects of development otherwise permitted.

Response: *Elimination of improvements along the Industrial Way frontage will not be materially detrimental to the public welfare as a sidewalk currently exists along 362nd Drive and on the north side of Industrial Way directly across from the subject property. The proposal complies with this criteria.*

- B. The variance approved is the minimum variance needed to permit practical compliance with a requirement of another law or regulation.

Response: *The request to waive construction of these improvements is a temporary condition and will be completed at a later date when Industrial Way is realigned. This request is the minimum variance needed to accommodate the proposed development. The proposal complies with this criteria.*

- C. When restoration or replacement of a nonconforming development is necessary due to damage by fire, flood, or other casual or natural disaster, the restoration or replacement will decrease the degree of the previous noncompliance to the greatest extent possible.

Response: *The proposed use is a new use/redevelopment of the subject property and this criteria is not applicable.*

CHAPTER 17.74 - ACCESSORY DEVELOPMENT—ADDITIONAL PROVISIONS AND PROCEDURES

17.74.40 FENCES AND WINDSCREENS

B. Fences—Commercial/Industrial.

- 1. Fences on corner lots. Any fence or retaining wall, constructed upon or adjacent to any property line that abuts two or more intersecting streets, shall not exceed three feet in height within the clear vision area.
- 2. Fences in a front yard (Commercial). The height of a fence or retaining wall in a front yard shall not exceed four feet.
- 3. Fences in a front yard (Industrial). The height of a fence or retaining wall in a front yard shall not exceed six ft.
- 4. Fences—Side and Rear Yards. The height of a fence or retaining wall adjacent to a side or rear yard or a side or rear property line shall not exceed eight feet.
- 5. Sight Obscuring Hedges. Trees or shrubs that form a sight-obscuring hedge shall comply with the same height requirement as a fence within the clear vision area. Deciduous trees separated by at least 15 feet may grow to any height.

Response: As shown on the Existing Conditions Plan, the site is currently surrounded by a six foot tall chain link fence with barbed wire as permitted in the industrial zone. As shown on the Site Plan, a portion of this fence will be relocated to accommodate the entrance on 362nd Drive and the new access on Industrial Way. The proposal complies with this standard.

E. Wire Fences.

- 1. Barbed wire fencing may be permitted for agricultural, community service, commercial or industrial uses when the wire is employed on the top of any other type of fencing, and when the barbed wire is a minimum of six feet above the finished ground surface, and does not extend over a public way. The maximum height shall not exceed eight feet.
- 2. No electrically charged or sharp pointed fencing such as razor wire (other than barbed wire fencing) shall be constructed or maintained within the city limits.

Response: The existing chain link fence includes three strands of barbed wire as permitted. All new fencing will also include barbed wire as allowed. All barbed wire is a minimum of six feet above the ground surface and does not extend over a public right-of-way. No electrically charged or razor wire are proposed. The proposal complies with this standard.

F. Fences in excess of six feet in height require a building permit.

Response: No new fencing over six feet is proposed.

CHAPTER 17.80 - ADDITIONAL SETBACKS ON COLLECTOR & ARTERIAL STREETS

17.80.20 SPECIFIC SETBACKS

Any structure located on streets listed above or identified in the Transportation System Plan as arterials or collectors shall have a minimum setback of 20 feet measured from the property line. This applies to applicable front, rear and side yards.

Response: 362nd Drive is identified in the City’s Transportation System Plan as a minor arterial and Industrial Way a collector street, both requiring a 20 foot setback.

As shown on the Site Plan, no structures are proposed within 20 feet of these rights-of-way as required. The proposal complies with this standard.

CHAPTER 17.84 - IMPROVEMENTS REQUIRED WITH DEVELOPMENT

17.84.20 TIMING OF IMPROVEMENTS

A. All improvements required by the standards in this chapter shall be installed concurrently with development as follows:

Response: All improvements will be completed prior to occupancy

2. Where a land division is not proposed, the site shall have required public and franchise utility improvements installed or financially guaranteed in accordance with the provisions of Chapter 17 prior to temporary or final occupancy of structures.

Response: A land division is not proposed.

17.84.30 PEDESTRIAN AND BICYCLIST REQUIREMENTS

A. Sidewalks shall be required along both sides of all arterial, collector, and local streets, as follows:

1. Sidewalks shall be a minimum of 5 ft. wide on local streets. The sidewalks shall be separated from curbs by a tree planting area that provides separation between sidewalk and curb, unless modified in accordance with Subsection 3 below.

Response: The subject property does not abut a local street.

2. Sidewalks along arterial and collector streets shall be separated from curbs with a planting area, except as necessary to continue an existing curb-tight sidewalk. The planting area shall be landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of 6 ft. wide.

Response: As noted above, the subject property abuts Industrial Way identified in the TSP as a collector street and 362nd Drive a minor arterial. As shown on submitted plans, sidewalk improvements on 362nd Drive are proposed as curb tight to match this improvement directly south of the proposed improvement. In addition, the applicant has requested a Special Variance to waive improving the unimproved Industrial Way site frontage.

3. Sidewalk improvements shall be made according to City standards, unless the City determines that the public benefit in the particular case does not warrant imposing a severe adverse impact to a natural or other significant feature such as requiring removal of a mature tree, requiring undue grading, or requiring modification to an existing building. Any exceptions to the standards shall generally be in the following order.

- a. Narrow landscape strips.
- b. Narrow sidewalk or portion of sidewalk to no less than four feet in width.
- c. Eliminate landscape strips.
- d. Narrow on-street improvements by eliminating on-street parking.
- e. Eliminate sidewalks.

Response: As shown on submitted plans, the applicant proposes constructing a curb tight sidewalk along the unimproved portion of 362nd Drive. The reason for this is due to the curb tight condition of the existing sidewalk abutting the unimproved section and steep slopes along this portion of the unimproved frontage. Construction of a setback sidewalk with planter strip would require extensive grading, construction of a wall, and the dedication of additional frontage. For these reasons the applicant proposes eliminating the landscape strip as allowed by Section 17.84.30(3) (c) and build a curb tight sidewalk in this location.

4. The timing of the installation of sidewalks shall be as follows:

Response: All required improvements will be completed prior to occupancy or the applicant will bond these improvements as allowed.

17.84.50 STREET REQUIREMENTS

A. Traffic evaluations may be required of all development proposals in accordance with the following:

1. A proposal establishing the scope of the traffic evaluation shall be submitted for review to the City Engineer. The evaluation requirements shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. Large projects should assess all nearby key intersections. Once the scope of the traffic evaluation has been approved, the applicant shall present the results with and an overall site development proposal. If required by the City Engineer, such evaluations shall be signed by a Licensed Professional Civil Engineer or Licensed Professional Traffic Engineer licensed in the State of Oregon.
2. If the traffic evaluation identifies level-of-service conditions less than the minimum standard established in the Transportation System Plan, improvements and funding strategies mitigating the problem shall be considered concurrent with a development proposal.

Response: The City of Sandy has required the applicant to provide a traffic impact study with this application. The applicant contracted with a Traffic Engineer to complete this study which will be included with the application package.

17.84.60 PUBLIC FACILITY EXTENSIONS

A. All development sites shall be provided with public water, sanitary sewer, broadband (fiber), and storm drainage.

Response: The site will be connected to all utilities as appropriate.

B. Where necessary to serve property as specified in “A” above, required public facility installations shall be constructed concurrent with development.

Response: This section is not applicable.

C. Off-site public facility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrent with development.

Response: This section is not applicable.

- D. As necessary to provide for orderly development of adjacent properties, public facilities installed concurrent with development of a site shall be extended through the site to the edge of adjacent property(ies).

Response: As shown on the Utility Plan, an existing public sanitary sewer line currently runs across the front of the subject property. No recorded easement was found to accommodate this facility. As part of the approval, the applicant will provide a 15 foot wide easement for this facility. All other onsite facilities will be private.

- E. All public facility installations required with development shall conform to the City's facilities master plans.

Response: This section is not applicable.

- F. Private on-site sanitary sewer and storm drainage facilities may be considered provided all the following conditions exist:

1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;
2. The development site remains in one ownership and land division does not occur (with the exception of land divisions that may occur under the provisions of 17.84.50 F above);
3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits and/or authorization to proceed with construction is issued prior to commencement of work.

Response: All utilities will be private.

17.84.70 PUBLIC IMPROVEMENT PROCEDURES

Response: No public improvements are proposed.

17.84.80 FRANCHISE UTILITY EXTENSIONS

These standards are intended to supplement, not replace or supersede, requirements contained within individual franchise agreements the City has with providers of electrical power, telephone, cable television, and natural gas services (hereinafter referred to as "franchise utilities").

Response: Franchise utilities will be installed as needed according to the requirements of this section.

17.84.90 LAND FOR PUBLIC PURPOSES

- A. Easements for public sanitary sewer, water, storm drain, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way in accordance with the following:

Response: As noted above, an existing public sanitary sewer lines traverses the site but is not contained within an easement. The applicant intends to provide a 15-foot wide easement to accommodate this facility as required.

CHAPTER 17.90 DESIGN STANDARDS

17.90.10 APPLICABILITY

The provisions of this chapter apply to all zones and uses as follows except as specified in Sections 17.90.10(B), (C), (D), (E), and (F) below:

- A. All construction within a Commercial or Industrial Zoning District or a non-residential use in a Residential Zoning District including the following:
1. New construction;
 2. Replacement of a building that is destroyed as specified in Section 17.08.30;
 3. Addition to an existing building;
 4. Exterior alterations other than general maintenance on an existing building;
 5. Site improvements including changes to landscaping, parking, civic spaces, etc.
- Response: The proposal includes constructing a new awning/wash facility on the east side of the existing building and additional site improvements. As such, the requirements of this chapter are applicable.*

17.90.130 LIGHT INDUSTRIAL (I-2) DESIGN STANDARDS

A. Access.

1. All lots shall abut or have access to a dedicated public street.
2. All lots which have access to a public alley shall provide for all personal and service access for vehicles from that alley.
3. Parking lots may include public alley accessed garages at the rear property line.
4. Joint use of access points and interconnections shall be required, where deemed needed by the Director and City Engineer.
5. Each lot shall be permitted one access point, except lots with street frontage of 150 feet or more may be permitted one or more additional access point, if approved by the City Engineer.
6. Connection to Adjacent Properties: The location of any real improvements to the property must provide for a future street and pedestrian network to adjacent properties.

Response: The subject property is currently accessed from 362nd Drive. Due to access spacing issues, the applicant proposes relocating this access slightly to the south to align with the existing access across 362nd Drive from the property. In addition, to better accommodate the movement of large RV's on and off the site, the applicant also proposes constructing a new access onto Industrial Way . No joint use access points have been identified or are necessary The proposal complies with this standard.

B. Pedestrian Accessibility.

1. Special attention shall be given to designing a primary building entrance, which is both attractive and functional.
2. Building entries must comply with the accessibility requirements of the Oregon State Structural Specialty Code.
3. Buildings located at the intersection of two streets shall consider the use of a corner entrance to the building.

4. Pedestrian environment may be enhanced by street furniture, landscaping, awnings, and movable planters of seasonal flowers.

Response: *The subject building is existing and no improvements to the building entrance or facade visible from a street are proposed. The proposal complies with this standard.*

C. Building Facades, Materials and Colors.

1. **Facades.** Facades shall be varied and articulated to provide visual interest to pedestrians. Within larger projects, variations in facades, floor levels, architectural features, and exterior finishes shall create the appearance of several smaller buildings.

Response: *No changes to the facade of either building, except the eastern facade of the repair building are proposed.*

2. **Building Materials.** Exterior building materials shall convey an impression of durability. Materials such as masonry, stone, stucco, and wood are encouraged. Metal is not allowed as the primary exterior building material except in the I-2 and I-3 districts, but it may be used for accents including awnings.

Response: *The proposed awning will contain a metal standing seam roof and will be sided with vertical ribbed metal siding as permitted by this section.*

3. **Siding.** Lap or horizontal siding or walls of brick, masonry or stone shall be required. Vertical grooved (i.e., T1-11) sheet siding is prohibited.

Response: *Metal siding is proposed as allowed in the section above. The proposal complies with this standard.*

4. **Masonry Finishes.** Where masonry is used for exterior finish, decorative patterns must be incorporated. Examples of these decorative patterns include multicolored masonry units, such as brick, stone, or cast stone, in layered or geometric patterns or split-faced concrete block to simulate a rusticated stone-type construction.

5. **Change in Relief.** Buildings must include changes in relief on ten percent of the facades facing public streets or residential development. Relief changes include cornices, bases, fenestration, fluted masonry or other treatments for pedestrian interest and scale.

Response: *No masonry is proposed. The proposed awing will be open to the east and north and contain a 20 foot deep section and a 35 foot deep section to provide a degree of relief change. The proposal complies with this section.*

6. **Colors.** Preferred colors for exterior building finishes are earth tones, creams, and pastels of earth tones. High-intensity primary colors, metallic colors, and black may be utilized as trim and detail colors but shall not be used as primary wall colors.

Response: *As noted on the submitted Architectural Plans, the new structure will contain integrated color noted as Sterling Grey with Charcoal Grey trim. The proposed colors comply with this section. Because these colors are different then*

the color of the existing building, the applicant intends to repaint the entire existing building to match the new awning at a later date.

7. **Ornamental Devices.** Ornamental devices, such as molding, entablature and friezes, are encouraged at the roofline. Where such ornamentation is present in the form of a linear molding or board, the band must be at least eight inches wide.
8. **Alcoves, Porches, Arcades, etc.** Building must incorporate features such as arcades, awnings, roofs, porches, alcoves, and porticoes to protect pedestrians from the rain and sun. Awnings and entrances may be designed to be shared between two structures.
9. **Continuous Outdoor Arcades.** Continuous outdoor arcades are strongly encouraged.
10. **Traditional Storefront Elements.** For buildings designed to house retail, service, or office businesses, traditional storefront elements are required. These elements include:
 - a. Clearly delineated upper and lower facades;
 - b. A lower facade dominated by large display windows and a recessed entry or entries;
 - c. Smaller, regularly spaced windows in the upper floor;
 - d. Decorative trim, such as window hoods, surrounding upper floor windows;
 - e. A decorative cornice near the top of the facade.

Response: *The proposed awning does not require any of the design features in these sections.*

D. Roof Pitch, Materials, and Parapets.

1.

Zoning District	Pitch
I-2	3:12

2. Flat roofs (with minimum pitch for drainage) are permitted with detailed stepped parapets or detailed brick coursing.
3. Parapet corners must be stepped or the parapet must be designed to emphasize the center or primary entrance(s), unless the primary entrance is at the corner of the building.
4. Visible roof materials must be wood or architectural grade composition shingle, slate, tile or sheet metal with standing or batten seam.
5. All roof and wall-mounted mechanical, electrical, communications, and service equipment, including satellite dishes and vent pipes, must be screened from public view by parapets, walls or by other approved means.

Response: *No changes to the primary roof structure of either building on the site are proposed. The proposed awning contains a 2:12 pitch roof to match the pitch of the existing building which it is attached to. A Type II Variance to the 3:12 pitch roof standard in this section has been requested as reviewed in Chapter 17.66.*

E. Building Orientation and Entrance Standards.

1. Primary entries shall face a public street or designated pedestrian way.
2. Primary entrances must be architecturally emphasized and visible from the public right-of-way.
3. Buildings must have an entrance connecting directly between the right-of-way and the building interior.
4. Secondary entries may face parking lots or loading areas. Buildings must have an entrance connecting directly between the street and the building interior.
5. Entries shall be sheltered with an overhang or portico with a depth of at least four feet.
6. *Multiple units:* Ground floor units shall face a public street or designated pedestrian way and be visible from the street whenever feasible and shall avoid out-of-direction travel.

Response: No changes to the facades of either building are proposed.

F. Windows.

1. Windows, which allow views to the interior activity or display areas, are encouraged. Windows shall include sills at bottom and pediments at the top. Glass curtain walls, reflective glass, and painted or darkly tinted glass shall not be used.
2. Ground Floor Windows. All new buildings must provide ground floor windows along street frontages.
 - a. Required window areas must be either windows that allow views into working areas or lobbies, pedestrian entrances, or display windows.
 - b. Required windows must have a sill no more than four feet above grade. Where interior floor levels prohibit such placement, the sill must be raised to allow it to be no more than two feet above the finished floor level, up to a maximum sill height of six feet above grade.
 - c. Darkly tinted windows and mirrored windows that block two way visibility are prohibited for ground floor windows along street façades.
 - d. Any wall that faces a public right-of-way must contain at least ten percent of the ground floor wall area in display areas, windows, and doorways. Blank walls facing a public right-of-way are prohibited.
 - e. Glass curtain windows are not permitted fronting public rights-of-way.
3. *Upper Floor Window Standards.*
 - a. Glass area dimensions shall not exceed five feet by seven feet. (The longest dimension may be taken either horizontally or vertically.)
 - b. Windows must have trim or molding at least two inches wide around their perimeters.
 - c. At least half of all the window area in upper floors must be made up of glass panes with dimensions no greater than two feet by three feet. Windows that have one foot by one foot grid inside double pane glass are appropriate and are encouraged.

Response: No new windows or changes to existing windows are proposed.

G. Landscaping/Streetscape.

1. Benches, outdoor seating, and trash receptacles must complement the existing ornamental street lighting and be in keeping with the overall architectural character of the area.
2. Benches and other streetscape items may be placed within the public right-of-way but must not block free movement of pedestrians. A minimum pedestrian walkway width of five feet must be maintained at all times.

Response: None of these amenities are proposed.

H. Lighting.

1. All building entrances and exits must be well lighted.
2. Exterior lighting must be an integral part of the architectural design and must complement any ornamental street lighting and remain in context with the overall architectural character of the district.
3. Lighting must be adequate for safety purposes.
4. Lighting must be of a pedestrian scale and the source light must be shielded to reduce glare.

Response: A Photometric Analysis is included with the application package.

I. Safety and Security.

1. Locate windows in a manner, which enables tenants, employees and police to watch over pedestrian, parking and loading areas.
2. In commercial, public and semipublic development and where possible in industrial development, locate windows in a manner which enables surveillance of interior activity from the public right-of-way.
3. Provide an identification system, which clearly locates buildings and their entries for patrons and emergency services.
4. Locate, orient and select on-site lighting to facilitate surveillance of on-site activities from the public right-of-way or other public areas.

Response: No new windows are proposed to the existing buildings. The applicant intends to install surveillance cameras to monitor on-site activities as necessary.

J. External Storage.

1. The exterior storage of merchandise and/or materials, except as specifically authorized as a permitted accessory use, is prohibited.

Response: The majority of the site will be used to stage recreational vehicles for servicing.

K. Trash Collection/Recycling Areas.

1. All trash collection areas must be located within the structure or behind the building in an enclosure in accordance with the provisions of the City of Sandy Design Standards, Appendix A.

Response: As shown on the Site Plan, a new garbage enclosure will be located on the south side of the building. This facility will be a screened by a chain link fence enclosure with vinyl slats installed.

CHAPTER 17.92 LANDSCAPING AND SCREENING GENERAL STANDARDS - ALL ZONES

Response: As noted above, because of site constraints with the proposed stormwater detention facility and the nature of the proposed use, no onsite landscaping is proposed with this application. The proposal includes landscaping within the public right-of-way in the location of the removed approach on Proctor Blvd.

17.92.10 GENERAL PROVISIONS

- A. Where landscaping is required by this Code, detailed planting plans shall be submitted for review with development applications. No development may commence until the Director or Planning Commission has determined the plans comply with the purposes clause and specific standards in this chapter. All required landscaping and related improvements shall be completed or financially guaranteed prior to the issuance of a Certificate of Occupancy.

Response: A Landscape Plan containing the details of the proposed landscape planting is included with the application package. The applicant understands all required landscaping shall be completed or financially guaranteed prior to the issuance of a final Certificate of Occupancy.

- B. Appropriate care and maintenance of landscaping on-site and landscaping in the adjacent public right-of-way is the right and responsibility of the property owner, unless City ordinances specify otherwise for general public and safety reasons. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind within 6 months.

Response: All required landscape materials will be cared for as specified in this section.

- C. Significant plant and tree specimens should be preserved to the greatest extent practicable and integrated into the design of a development. Trees of 25-inches or greater circumference measured at a height of 4-1/2 ft. above grade are considered significant. Plants to be saved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees may be considered preserved if no cutting, filling, or compaction of the soil takes place between the trunk of the tree and the area 5-ft. outside the tree's drip line. Trees to be retained shall be protected from damage during construction by a construction fence located 5 ft. outside the dripline.

Response: The applicant intends to retain all existing landscaping and supplement this by planting additional materials. No significant trees are located on the site.

- D. Planter and boundary areas used for required plantings shall have a minimum diameter of 5-ft. (2-1/2 ft. radius, inside dimensions). Where the curb or the edge of these areas are used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of 7-1/2 ft.

Response: The landscape planters along the north, south, and west property lines are proposed to be formalized with additional plant materials added. In addition, new landscape planters will be added on the south side of the parking bay along

the west side of the existing building and on the north side of the parking bay along the western property line landscape buffer.

- E. In no case shall shrubs, conifer trees, or other screening be permitted within vision clearance areas of street, alley, or driveway intersections, or where the City Engineer otherwise deems such plantings would endanger pedestrians and vehicles.

Response: *No landscape materials will be located within a vision clearance area.*

- F. Landscaped planters and other landscaping features shall be used to define, soften or screen the appearance of off-street parking areas and other activity from the public street. Up to 35 percent of the total required landscaped area may be developed into pedestrian amenities, including, but not limited to sidewalk cafes, seating, water features, and plazas, as approved by the Director or Planning Commission.

Response: *A landscape planter is proposed at the end of the parking bay on the west side of the existing building and on the north side of the parking bay along the western property line landscape buffer.*

- G. Required landscaping/open space shall be designed and arranged to offer the maximum benefits to the occupants of the development as well as provide visual appeal and building separation.

Response: *As noted above and shown on the plans, 15.71 percent of the site will be landscaped. All landscaped areas are designed to screen the site and to enhance the appearance of the site to provide visual appeal and interest.*

- H. Balconies required for entrances and exits shall not be considered as open space except where such exits and entrances are for the sole use of the unit.

- I. Roofed structures shall not be included as open space except for open unenclosed public patios, balconies, gazebos, or other similar structures or spaces.

Response: *These sections are not applicable.*

- J. Driveways and parking areas shall not be included as open space.

Response: *None of these areas are included in site landscaping calculations.*

- K. All areas not occupied by paved roadways, walkways, patios, or buildings shall be landscaped.

Response: *As shown on submitted plans all areas not occupied by buildings and paved surfaces will be landscaped.*

- L. All landscaping shall be continually maintained, including necessary watering, weeding, pruning and replacing.

Response: *All landscaping is intended to be maintained as required.*

17.92.20 MINIMUM IMPROVEMENTS - LANDSCAPING AND SCREENING

The minimum landscaping area of a site to be retained in landscaping shall be as follows: I-2, Light Industrial - 15%

Response: *As shown on the Landscape Plan and Site Plan, all areas not containing building or hard surfaces will be landscaped. About 23,585 square feet (15.71 percent) of the 3.45 acre total site is proposed to be landscaped. The area of landscaping exceeds the 15 percent minimum landscaping (22,514 square feet) required in the I-2 zone. The proposal complies with this standard.*

17.92.30 REQUIRED TREE PLANTINGS

Planting of trees is required for all parking lots with 4 or more parking spaces, public street frontages, and along private drives more than 150 feet long. Trees shall be planted outside the street right-of-way except where there is a designated planting strip or City adopted street tree plan.

The City maintains a list of appropriate trees for street tree and parking lot planting situations. Selection of species should be made from the city-approved list. Alternate selections may be approved by the Director following written request. The type of tree used shall determine frequency of trees in planting areas. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.

Response: *The proposed development contains 19 new parking spaces for a total of 32 spaces. A Landscape Plan is included with the submitted plan set. This plan identifies all proposed landscaping. All existing landscaping will be retained and supplemented with new plant materials.*

17.92.40 IRRIGATION

Landscaping shall be irrigated, either with a manual or automatic system, to sustain viable plant life.

Response: *All formal landscape areas will be irrigated using either a manual or automatic system. The details of this system will be determined with building plans.*

17.92.50 TYPES AND SIZES OF PLANT MATERIALS

- A. At least 75% of the required landscaping area shall be planted with a suitable combination of trees, shrubs, or evergreen ground cover except as otherwise authorized by Chapter 17.92.10 F.
- B. Plant Materials. Use of native plant materials or plants acclimatized to the Pacific Northwest is encouraged where possible.
- C. Trees shall be species having an average mature spread of crown greater than 15 feet and having trunks which can be maintained in a clear condition with over 5 feet of clear wood (without branches). Trees having a mature spread of crown less than 15 feet may be substituted by grouping the same so as to create the equivalent of a 15-foot crown spread.
- D. Deciduous trees shall be balled and burlapped, be a minimum of 7 feet in overall height or 1 1/2 inches in caliper measured 6 inches above the ground, immediately after planting. Bare root trees will be acceptable to plant during their dormant season.
- E. Coniferous trees shall be a minimum five feet in height above ground at time of planting.

- F. Shrubs shall be a minimum of 1 gallon in size or 2 feet in height when measured immediately after planting.
- G. Hedges, where required to screen and buffer off-street parking from adjoining properties shall be planted with an evergreen species maintained so as to form a continuous, solid visual screen within 2 years after planting.
- H. Vines for screening purposes shall be a minimum of 1 gallon in size or 30 inches in height immediate after planting and may be used in conjunction with fences, screens, or walls to meet physical barrier requirements as specified.
- I. Groundcovers shall be fully rooted and shall be well branched or leafed. If used in lieu of turf in whole or in part, ground covers shall be planted in such a manner as to provide complete coverage in one year.
- J. Turf areas shall be planted in species normally grown as permanent lawns in western Oregon. Either sod or seed are acceptable. Acceptable varieties include improved perennial ryes and fescues used within the local landscape industry.
- K. Landscaped areas may include architectural features or artificial ground covers such as sculptures, benches, masonry or stone walls, fences, rock groupings, bark dust, decorative hard paving and gravel areas, interspersed with planted areas. The exposed area developed with such features shall not exceed 25% of the required landscaped area. Artificial plants are prohibited in any required landscape area.

Response: The submitted Landscape Plan has been designed in accordance with the standards of this section. All deciduous trees will be at least 1.5-inch caliper, coniferous trees at five feet in height, shrubs will be two to five gallons, groundcover will be four inch pots and spaced 30-inches on-center as appropriate. The submitted Landscape Plan complies with these standards.

17.92.70 LANDSCAPING BETWEEN PUBLIC RIGHT-OF-WAY AND PROPERTY LINES

Except for portions allowed for parking, loading, or traffic maneuvering, a required setback area abutting a public street and open area between the property line and the roadway in the public street shall be landscaped. That portion of the landscaping within the street right-of-way shall not count as part of the lot area percentage to be landscaped.

Response: Offsite landscaping is not counted toward required landscaping. No offsite areas are proposed to contain landscaping.

17.92.80 BUFFER PLANTING - PARKING, LOADING AND MANEUVERING AREAS

Buffer plantings are used to reduce building scale, provide transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. Buffering is required in conjunction with issuance of construction permits for parking areas containing 4 or more spaces, loading areas, and vehicle maneuvering areas.

Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. A balance of low-lying

ground cover and shrubs, and vertical shrubs and trees shall be used to buffer the view of these facilities. Decorative walls and fences may be used in conjunction with plantings, but may not be used by themselves to comply with buffering requirements. Exception: truck parking lots are exempt from parking bay buffer planting requirements.

Response: As shown on submitted plans, all parking spaces will be buffered by a landscape planter.

17.92.90 SCREENING (HEDGES, FENCES, WALLS, BERMS)

Screening is used where unsightly views or visual conflicts must be obscured or blocked and where privacy and security are desired. Fences and walls used for screening may be constructed of wood, concrete, stone, brick, and wrought iron, or other commonly used fencing/wall materials. Acoustically designed fences and walls are also used where noise pollution requires mitigation.

- A. Height and Opacity. Where landscaping is used for required screening, it shall be at least 6 ft. in height and at least 80 percent opaque, as seen from a perpendicular line of sight, within 2 years following establishment of the primary use of the site.
- B. Chain Link Fencing. A chain link fence with slats shall qualify for screening only if a landscape buffer is also provided in compliance with Section 17.92.00 above.
- C. Height Measurement. The height of hedges, fences, walls, and berm shall be measured from the lowest adjoining finished grade, except where used to comply with screening requirements for parking, loading, storage, and similar areas. In these cases, height shall be measured from the finished grade of such improvements. Screening is not permitted within vision clearance areas.
- D. Berms. Earthen berms up to 6 ft. in height may be used to comply with screening requirements. Slope of berms may not exceed 2:1 and both faces of the slope shall be planted with ground cover, shrubs, and trees.

Response: All existing and proposed plant materials comply with the requirements of this section.

17.92.100 SCREENING OF SERVICE FACILITIES

Site-obscuring shrubbery or a berm, wall or fence shall be placed along a property line between residential and commercial and industrial zones and around unsightly areas such as trash and recycling areas, gas meters, ground level air conditioning units, disc antennas exceeding 36 inches in diameter and equipment storage or an industrial or commercial use with outside storage of equipment or materials.

Response: The entire site perimeter will be screened by landscape materials as shown on the Landscape Plan.

17.92.110 OUTDOOR STORAGE

All outdoor storage areas for commercial, industrial, public and semi-public uses are to be entirely screened by a sight obscuring fence, vegetative materials, or other alternative deemed appropriate by the Director. Exceptions to the preceding requirements include: new or used cars, cycles and trucks (but not including car parts

or damaged vehicles); new or used boat sales; recreational vehicle sales; new or used large equipment sales or rentals; manufactured home

Response: Recreational vehicles waiting to be repaired will be parked on the site as an ancillary use. No outdoor storage is proposed.

CHAPTER 17.98 PARKING, LOADING, AND ACCESS REQUIREMENTS

17.98.10 GENERAL PROVISIONS

- A. Provision and Maintenance. The provision of required off-street parking for motor vehicles and bicycles, and loading facilities for motor vehicles is a continuing obligation of the property owners. Building permits or other permits will only be issued after review and approval of site plans showing location of permanent access, parking and loading facilities.
- B. Unspecified Requirements. Vehicle and bicycle parking requirements for uses not specified in this chapter shall be determined by the Director based upon the requirements of similar specified uses.
- C. New Structure or Use. When a structure is constructed or a new use of land is commenced, on-site vehicle and bicycle parking and loading spaces shall be provided in accordance with Section 17.98.20 below or as otherwise modified through a planned development or specific area plan.

Response: All of these sections have been reviewed and the proposal addresses these requirements.

- D. Alteration of Existing Structures. When an existing structure is altered to the extent that the existing use is intensified, on-site vehicle and bicycle parking shall be provided in the amount required for such intensification.
- E. Increased Intensity. When increased intensity requires no more than 2 vehicle spaces, no additional parking facilities shall be required. However, the effects of changes, additions, or enlargements shall be cumulative. When the net effect of one or more changes generates a need for more than two spaces, the additional required spaces shall be provided. Additional spaces shall be required for the intensification but not for the original use.
- F. Change in Use. When an existing structure or use of land is changed in use from one use to another use as listed in Section 17.98.20 below and the vehicle and bicycle parking requirements for each use type are the same; no additional parking shall be required. However, where a change in use results in an intensification of use in terms of number of vehicle and bicycle parking spaces required, additional parking space shall be provided in an amount equal to the difference between the number of spaces required for the existing use and number of spaces required for the more intensive use.

Response: The proposed use constitutes a change in use.

- G. Time of Completion. Required parking spaces and loading areas shall be improved and available for use prior to issuance of a temporary occupancy and/or final building inspection.

Response: All required parking will be constructed prior to temporary or final occupancy.

- H. Inoperative Motor Vehicles. In any residential district, all motor vehicles incapable of movement under their own power or lacking legal registration shall be completely screened from public view.
- I. Truck Parking. In residential zoning districts, no overnight parking of trucks or other equipment on wheels or tracks exceeding a 1-ton capacity used in the conduct of a business activity shall be permitted except vehicles and equipment necessary for farming and truck gardening on the premises where such use is conducted.
- J. Mixed Uses. In the case of mixed uses, the total required vehicle and bicycle parking shall be the sum of requirements of individual uses computed separately.
- K. Conflicting Parking Requirements. When a building or use is planned or constructed in such a manner that more than one standard is applicable, the use that requires the greater number of parking spaces shall govern.

Response: These sections are not applicable.

- L. Availability of Parking Spaces. Required vehicle and bicycle parking spaces shall be unobstructed, available for parking of vehicles and bicycles of residents, customers, patrons, and employees only, and shall not be used for storage of vehicles or materials or for parking of vehicles and bicycles used in conducting the business or use and shall not be used for sale, repair, or servicing of any vehicle or bicycle.

Response: All proposed vehicle and bicycle parking spaces will be available as required.

- N. Location of Required Parking.

1. Off-street vehicle parking required for residential uses, except for residential uses in the Central Business District, shall be provided on the development site of the primary structure. Except where permitted by 17.98.40 below, required parking for all other uses in other districts shall be provided on the same site as the use or upon abutting property.
2. May be utilized in the C-1 Zoning District to meet the minimum parking requirements as specified in Section 17.98.30 (B).
3. Bicycle parking required for all uses in all districts shall be provided on the development site in accordance with Section 17.98.160 below.

Response: All vehicle and bicycle parking will be located on the same lot as the proposed use.

- P. Fractions. When the sum of the required vehicle and bicycle parking spaces is a fraction of a space (0.5 or more of a space) a full space shall be required.

Response: The calculation of required vehicle and bicycle parking has been rounded according to the requirements in this section.

- Q. Maximum Parking Allowed. Commercial or Industrial zoned properties shall not be permitted to exceed the minimum off-street vehicle parking required by Section 17.98.20 by more than 30 percent.

Response: Section 17.98.20 as reviewed below requires 32 parking spaces and this is the number of spaces proposed with this application.

17.98.20 OFF-STREET PARKING REQUIREMENTS

A. Off Street Parking Requirements. Off street parking shall conform to the following standards:

1. All square footage measurements are gross square feet of total floor area.
2. 18 lineal inches of bench shall be considered 1 seat.
3. Except as otherwise specified, parking for employees shall be provided based on 1 space per 2 employees for the largest shift in addition to required parking specified in Sections A6-A9 below.
4. Where less than 5 parking spaces are required, then only one bicycle space shall be required except as otherwise modified in Sections 5-9 below.
5. In addition to requirements for residential off street parking, new dwellings shall meet the on-street parking requirements in Section 17.98.200.

Response: The proposal complies with these requirements as applicable.

11.

Industrial Uses	Number of Parking Spaces	Number of Bicycle Spaces
Sales, Storage, Rental, Services and Repairs of: recreation vehicles	1 per 1000 sf., plus 1 per 2 employees	2
Required Parking	22,219 sf building = 22 parking spaces	
	Number of employees = 20 20/2 = 10 parking spaces required 22 + 10 spaces = 32 spaces required	
Proposed Parking	32 spaces total (30 standard and 2 ADA spaces). 11 existing spaces and 19 new spaces	2 existing spaces

Response: As shown on the table above, the 22,219 square feet of indoor work area require a minimum of 22 vehicle parking spaces and two bicycle parking spaces. In addition, the applicant has indicated the site will employ 20 employees requiring an additional 10 parking spaces (1 space/2 employees). As shown on the submitted Site Plan, 32 vehicle parking spaces (30 standard and two ADA spaces) and two existing bicycle parking spaces in compliance with this standard.

17.98.50 SETBACKS

- A. Parking areas, which abut a residential zoning district, shall meet the setback of the most restrictive adjoining residential zoning district.
- B. Required parking shall not be located in a required front or side yard setback area abutting a public street except in industrial districts. For single family and two-family dwellings, required off-street parking may be located in a driveway.

- C. Parking areas shall be setback from a lot line adjoining a street the same distance as the required building setbacks. Regardless of other provisions, a minimum setback of 5 feet shall be provided along the property fronting on a public street. The setback area shall be landscaped as provided in this code.

Response: No parking is proposed to abut a residential zone and no parking is proposed within a required front or side yard setback area.

17.98.60 DESIGN, SIZE AND ACCESS

All off-street parking facilities, vehicular maneuvering areas, driveways, loading facilities, accessways, and private streets shall conform to the standards set forth in this section.

- A. **Parking Lot Design.** All areas for required parking and maneuvering of vehicles shall have a durable hard surface such as concrete or asphalt.

Response: All parking and maneuvering areas will be surfaced with asphalt.

B. **Size of Space.**

1. A standard parking space shall be 9 feet by 18 feet.
2. A compact parking space shall be 8 feet by 16 feet.
3. Handicapped parking spaces shall be 13 feet by 18 feet. Accessible parking shall be provided for all uses in compliance with the requirements of the State of Oregon (ORS 447.233) and the Americans with Disabilities Act.
4. Parallel parking spaces shall be a length of 22 feet.
5. No more than 35 percent of the parking stalls shall be compact spaces.

Response: All proposed parking spaces are designed in compliance with these standards. All parking spaces will be standard spaces or ADA spaces in compliance with this standard.

C. **Aisle Width.**

Response: All proposed parking spaces comply with these standards.

17.98.70 ON-SITE CIRCULATION

- A. Groups of more than three (3) parking spaces shall be permanently striped.
- B. **Backing and Maneuvering.** Except for a single family dwelling or two family dwelling, groups of more than 3 parking spaces shall be provided with adequate aisles or turnaround areas so that all vehicles enter the right-of-way (except for alleys) in a forward manner. Parking spaces shall not have backing or maneuvering movements for any of the parking spaces occurring across public sidewalks or within any public street, except as approved by the City Engineer. Evaluations of requests for exceptions shall consider constraints due to lot patterns and impacts to the safety and capacity of the adjacent public street, bicycle and pedestrian facilities.

Response: All proposed parking will be permanently striped and the site has sufficient space to allow for all vehicles to turn-around to exit the site in a forward manner.

17.98.80 ACCESS TO ARTERIAL AND COLLECTOR STREETS

- A. Location and design of all accesses to and/or from arterials and collectors (as designated in the Transportation System Plan) are subject to review and approval by the City Engineer. Where practical, access from a lower functional order street may be required. Accesses to arterials or collectors shall be located a minimum of 150 ft. from any other access or street intersection. Exceptions may be granted by the City Engineer. Evaluations of exceptions shall consider posted speed of the street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities.
- B. No development site shall be allowed more than one access point to any arterial or collector street (as designated in the Transportation System Plan) except as approved by the City Engineer. Evaluations of exceptions shall consider posted speed of street on which access is proposed, constraints due to lot patterns, and effects on safety and capacity of the adjacent public street, bicycle and pedestrian facilities.
- C. When developed property is to be expanded or altered in a manner that significantly affects on-site parking or circulation, both existing and proposed accesses shall be reviewed under the standards in A and B above. As a part of an expansion or alteration approval, the City may require relocation and/or reconstruction of existing accesses not meeting those standards.

Response: 362nd Drive is classified as a Minor Arterial and Industrial Way, a Collector. The existing access on 362nd Drive is proposed to be relocated to the south and a new access is proposed on Industrial Way. The 362nd Drive access is intended to be used primarily by employees and the Industrial Way access will be used to move recreational vehicles on and off the site. A Traffic Engineer was contracted to prepare a traffic impact study as requested.

17.98.100 DRIVEWAYS

- A. A driveway to an off-street parking area shall be improved from the public roadway to the parking area a minimum width of 20 feet for a two-way drive or 12 feet for a one-way drive but in either case not less than the full width of the standard approach for the first 20 feet of the driveway.
- B. A driveway for a single-family dwelling shall have a minimum width of 10 feet.
- C. A driveway for a two-family dwelling shall have a minimum width of 20 feet. A driveway approach must be constructed in accordance with applicable city standards and the entire driveway must be paved with asphalt or concrete.
- D. Driveways, aisles, turnaround areas and ramps shall have a minimum vertical clearance of twelve feet for their entire length and width but such clearance may be reduced in parking structures.
- E. No driveway shall traverse a slope in excess of 15 percent at any point along the driveway length.
- F. The location and design of the driveway shall provide for unobstructed sight per the vision clearance requirements. Requests for exceptions to these requirements will be evaluated by the City Engineer considering the physical limitations of the lot and safety impacts to vehicular, bicycle, and pedestrian traffic.

Response: The proposal complies with the minimum standards in this section.

17.98.110 VISION CLEARANCE

- A. Except within the Central Business District, vision clearance areas shall be provided at intersections of all streets and at intersections of driveways and alleys with streets to promote pedestrian, bicycle, and vehicular safety. The extent of vision clearance to be provided shall be determined from standards in Chapter 17.74 and taking into account functional classification of the streets involved, type of traffic control present at the intersection, and designated speed for the streets.
- B. Traffic control devices, streetlights, and utility installations meeting approval by the City Engineer are permitted within vision clearance areas.

Response: None of these items are located within vision clearance areas.

17.98.120 LANDSCAPING AND SCREENING

- A. Screening of all parking areas containing 4 or more spaces and all parking areas in conjunction with an off-street loading facility shall be required in accordance with zoning district requirements and Chapter 17.98. Where not otherwise specified by district requirement, screening along a public right-of-way shall include a minimum 5-ft. depth of buffer plantings adjacent to the right-of-way.

Response: The proposal includes 32 parking spaces. All parking spaces will be screened by a 20 foot deep landscaped buffer along 362nd Drive and Industrial Way. The proposal complies with this standard.

- B. When parking in a commercial or industrial district adjoins a residential zoning district, a sight-obscuring screen that is at least 80% opaque when viewed horizontally from between 2 and 8 feet above the average ground level shall be required. The screening shall be composed of materials that are an adequate size so as to achieve the required degree of screening within 3 years after installation.

Response: As shown on the City's Zoning Map, the subject property does not abut a residential zone. For this reason, compliance with this section is not required.

- C. Except for a residential development which has landscaped yards, parking facilities shall include landscaping to cover not less than 10% of the area devoted to parking facilities. The landscaping shall be uniformly distributed throughout the parking area and may consist of trees, shrubs, and ground covers.

Response: The Landscape Plan shows landscaping within and along the edge of all paved areas.

- D. Parking areas shall be divided into bays of not more than 20 spaces in parking areas with 20 or more spaces. Between, and at the end of each parking bay, there shall be planters that have a minimum width of 5 feet and a minimum length of 17 feet for a single depth bay and 34 feet for a double bay. Each planter shall contain one major structural tree and ground cover. Truck parking and loading areas are exempt from this requirement.

Response: All parking areas are divided into bays containing no more than 20 parking spaces. A planter in compliance with this section is proposed at each end of the proposed parking bays.

- E. Parking area setbacks shall be landscaped with major trees, shrubs, and ground cover as specified in Chapter 17.92.

Response: As shown on the submitted Landscape Plan, all parking area setbacks will be landscaped in compliance with Chapter 17.92.

- F. Wheel stops, bumper guards, or other methods to protect landscaped areas shall be provided. No vehicle may project over a property line or a public right-of-way. Parking may project over an internal sidewalk, but a minimum clearance of 5 feet for safe pedestrian circulation is required.

Response: As shown on the Site Plan, wheel stops are proposed in front of parking spaces adjacent to the building to prevent vehicles from encroaching on sidewalks. The proposed parking spaces along the west buffer planting do not require wheel stops due to the depth of this planter.

17.98.130 PAVING

- A. Parking areas, driveways, aisles and turnarounds shall be paved with concrete, asphalt or comparable surfacing, constructed to city standards for off-street vehicle areas.
- B. Gravel surfacing shall be permitted only for areas designated for non-motorized trailer or equipment storage, propane or electrically powered vehicles, or storage of tracked vehicles.

Response: As shown on submitted plans all driving surfaces will be paved with asphalt.

17.98.140 DRAINAGE

Parking areas, aisles and turnarounds shall have adequate provisions made for the on-site collection of drainage waters to eliminate sheet flow of such waters onto sidewalks, public rights-of-way and abutting private property.

Response: A preliminary stormwater management plan is provided as part of the application package. This plan has been designed in accordance with the City of Sandy Stormwater Management requirements. As shown on the submitted Utility Plan all roof and parking lot stormwater water will be routed to the proposed underground stormwater detention tank.

17.98.150 LIGHTING

Artificial lighting shall be provided in all required off-street parking areas. Lighting shall be directed into the site and shall be arranged to not produce direct glare on adjacent properties. Light elements shall be shielded and shall not be visible from abutting residential properties. Lighting shall be provided in all bicycle parking areas so that all facilities are thoroughly illuminated and visible from adjacent sidewalks or vehicle parking lots during all hours of use.

Response: As noted above, the applicant proposes installing new lighting to illuminate the site. All site lighting will be designed and installed in accordance with Chapter 15.30, Dark Sky Ordinance standards.

17.98.160 BICYCLE PARKING FACILITIES

Multi-family developments, industrial, commercial and community service uses, transit transfer stations, and park and ride lots shall meet the following standards for bicycle parking facilities. The intent of this section is to provide secure bicycle parking that is visible from a building's primary entrance and convenient to bicyclists.

A. Location.

1. Bicycle parking shall be located on-site, convenient to primary building entrances, and have direct access to both the public right-of-way and to the main entrance of the principal structure.
2. Bicycle parking areas shall be visible from building interiors where possible.
3. For facilities with multiple buildings or parking lots, bicycle parking shall be located in areas of greatest use and convenience to bicyclists.
4. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas by curbing or other barrier to prevent damage to parked bicycles.
5. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

Response: A rack to accommodate two bicycle parking spaces currently exists on the site. The proposal complies with this standard.

B. Bicycle Parking Space Dimensions.

1. Each required bicycle parking space shall be at least 2 1/2 feet by 6 feet. If covered, vertical clearance of 7 feet must be provided.
2. An access aisle of at least 5 feet wide shall be provided and maintained beside or between each row of bicycle parking. Vertical or upright bicycle storage structures are exempted from the parking space length.

Response: The two bicycle parking spaces comply with the space dimension requirements of this section.

C. Security.

1. Bicycle parking facilities shall offer security in the form of either a lockable enclosure in which the bicycle can be stored or a stationary object (i.e., a "rack") upon which the bicycle can be located.
2. Racks requiring user-supplied locks shall accommodate both cable and U-shaped locks. Racks shall be designed and installed to permit the frame and both wheels to be secured, with removal of the front wheel, or the frame and one wheel to be secured, if both wheels remain on the bicycle.
3. Bicycle racks shall be securely anchored to the ground or a structure and shall be designed to hold bicycles securely by means of the bicycle frame.
4. All outdoor bicycle parking facilities shall provide adequate shelter from precipitation where possible.

Response: The existing bicycle rack is secured to allow bicycles to be securely locked.

17.98.190 OFF-STREET LOADING FACILITIES

- A. The minimum area required for commercial and industrial loading spaces is as follows:
 - 1. 250 square feet for buildings of 5,000 to 19,999 square feet of gross floor area.
 - 2. 500 square feet for buildings of 20,000 to 49,999 square feet of gross floor area
 - 3. 750 square feet for buildings in excess of 50,000 square feet of gross floor area.
- B. The required loading berth shall be not less than 10 feet in width by 35 feet in length and shall have an unobstructed height clearance of 14 feet.
- C. Loading areas shall be screened from public view from public streets and adjacent properties except in industrial districts and shall require the same screening as parking lots.
- D. Sufficient space for turning and maneuvering of vehicles shall be provided on the site in accordance with the standard specifications established by the City Engineer.
- E. Entrances and exits shall be provided at locations approved in accordance with applicable ordinances and statutes.
- F. No off-street loading facilities shall be required where buildings abut a public alley in such a manner that loading operations can be conducted from said alley in accordance with applicable traffic and parking ordinances.

Response: The proposed use does not warrant a separate designated loading area.

CHAPTER 17.102 - URBAN FORESTRY

17.102.20 - APPLICABILITY

This chapter applies only to properties within the Sandy Urban Growth Boundary that are greater than one acre including contiguous parcels under the same ownership.

- A. General: No person shall cut, harvest, or remove trees 11 inches DBH or greater without first obtaining a permit and demonstrating compliance with this chapter.
 - 1. As a condition of permit issuance, the applicant shall agree to implement required provisions of this chapter and to allow all inspections to be conducted.
 - 2. Tree removal is subject to the provisions of Chapter 15.44, Erosion Control, Chapter 17.56, Hillside Development, and Chapter 17.60 Flood and Slope Hazard.

Response: The site contains greater than one acre and the standards of this chapter are applicable.

17.102.50 - TREE RETENTION AND PROTECTION REQUIREMENTS

- A. Tree Retention: The landowner is responsible for retention and protection of trees required to be retained as specified below:
 - 1. At least three trees 11 inches DBH or greater are to be retained for every one-acre of contiguous ownership.

2. Retained trees can be located anywhere on the site at the landowner's discretion before the harvest begins. Clusters of trees are encouraged.
3. Trees proposed for retention shall be healthy and likely to grow to maturity, and be located to minimize the potential for blow-down following the harvest.
4. If possible, at least two of the required trees per acre must be of conifer species.
5. Trees within the required protected setback areas may be counted towards the tree retention standard if they meet these requirements.

Response: As shown on the Existing Conditions Plan, the site does not contain any trees 11-inches and greater.

CHAPTER 15.30 - DARK SKY ORDINANCE

15.30.000 Purpose.

The purpose of the Sandy Dark Sky Ordinance is to regulate outdoor lighting in order to reduce or prevent light pollution. This means to the extent reasonably possible the reduction or prevention of glare and light trespass, the conservation of energy, and promotion of safety and security. (Ord. 2002-11)

Response: All new light fixtures will be designed and installed in accordance with these regulations. A photometric analysis and lighting fixture cut-sheets are included with the application package.

V. Conclusion

Johnson RV requests land use approval to redevelop the subject property to provide repair and service for recreational vehicles. The proposal includes construction of a new 7,375 square foot awning on the east side of the existing building to cover a proposed RV wash area, in addition to other site improvements including paving, adding 19 employee parking spaces, constructing a recreational vehicle sanitary sewer dump station, installing an oil-grease separator, and providing stormwater detention/water quality treatment system and landscaping. In addition to these site improvements, the applicant also proposes relocating the existing access on 362nd Drive that will be used primarily by employees and constructing a new access on Industrial Way to allow recreational vehicles to be safely moved on and off the site. The site is expected to employ approximately 20 employees.

In addition to design review approval, the applicant is also requesting a Type II Variance and a Type III Special Variance as described above. As shown on submitted plans and demonstrated in this narrative, the proposal complies with all applicable code sections except as reviewed above and the applicant requests the application be approved.